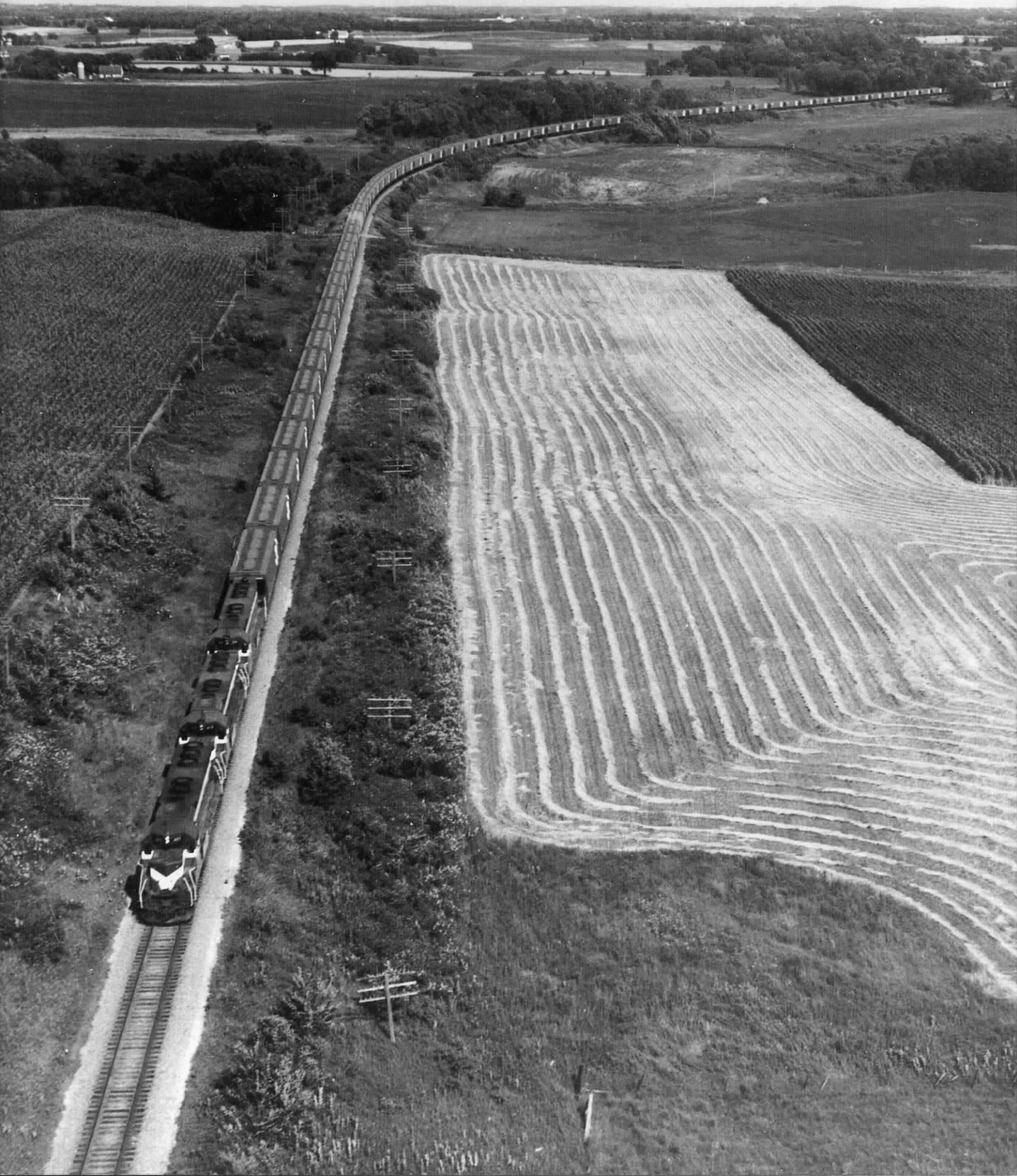




Minnesota Transportation Museum

MINNEGAZETTE

Winter 2005







Jointly published by the

MINNESOTA TRANSPORTATION MUSEUM, INC.

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and the

MINNESOTA STREETCAR MUSEUM

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CIRCULATION

The MinneGazette is published quarterly by the Minnesota Transportation Museum, Inc., and the Minnesota Streetcar Museum and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$7 per year charge.

SUBMISSIONS

The MinneGazette welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to surface public transportation in Minnesota. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Minnesota Transportation Museum operates the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul and the Osceola & St. Croix Valley Ry. in Osceola. The Minnesota Streetcar Museum operates the Como-Harriet Streetcar Line and the Excelsior Streetcar Line in Excelsior. The Museum of Lake Minnetonka operates the Steamboat Minnehaha in Excelsior.

Send Dues, Address Changes and
Membership concerns to:

Minnesota Transportation Museum

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Rod Eaton

CORRECTIONS AND NEW INFO

Greg Taylor has some thoughts on the St. Croix Tower photos on pages 20-21 of the last MinneGazette.

"I think they were taken by Bill Marshall in '67 or '68. The westbound Milwaukee freight was probably number 65 shortly before First 32 came through eastbound around 8 AM. First 32 was the Empire Builder. Then Milwaukee No. 6, the Morning Hiawatha, slipped through ahead of Second 32, the North Coast Limited and Morning Zephyr combined (the Builder seemed to be on time more than the NP train). The three eastbound passenger trains all left St. Paul and roared down to St. Croix in 16 minutes (Hoffman Avenue to St. Croix - 17 miles) shortly after 8 am each morning. Usually 2/32 would follow on 1/32's block if they could. Bill was walking west along the tracks as the trains came through.

Eastbound CB&Q trains picked up orders at St. Croix ("QM") which you can see in the order stand. Passenger conductors would drop off a register slip at the order stand and you can see the operator waiting to pick it up. That may have been me though I usually stayed at the tower as these trains passed because it was really hectic copying orders, putting them in the stand, lining the routes on the Armstrong plant, "OS"ing the trains to three dispatchers, and clearing the CTC (no fleeting feature back then) in a few minutes time. But I do vaguely recall a fellow taking photos unusually early one morning (railfans weren't generally early risers and would miss this show) but I was a bit preoccupied."

SLIDE COLLECTION DONATED

Charles Lavallee has donated his collection of over 2000 railroad color slides. Taken by Lavallee between 1968 and 1983, they depict railroading around the Twin Cities, with occasional forays into greater Minnesota. Expect to see examples in future MinneGazettes.

Front cover: This 1968 vintage Great Northern publicity photo shows a unit grain train behind Big Sky Blue power somewhere between Wayzata and Willmar. Minnesota Historical Society collection.

Inside front cover: What's this at 5th and Hennepin? It's the Twin Cities' first PCC car in February 1945. Red and cream #1547 was ordered by Pittsburgh Railways, but was diverted here and became #299. For more, see page 20. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.

MTM SPINS OFF STREETCARS, STEAMBOAT

-Bill Graham, Chair,
Reorganization Committee

The Steamboat Minnehaha is leaving MTM, to become the Museum of Lake Minnetonka. So is the Traction Division (Como-Harriet and Excelsior Streetcar Lines), which will now be known as the Minnesota Streetcar Museum. This may come as a shock to some members, but events leading to the separation have been developing since mid-2004.

As reported in the last MinneGazette, the Lake Minnetonka Division had already announced its desire to secede from MTM. When Art Pew announced last year that he would no longer be able to financially subsidize Jackson Street Roundhouse, Traction became concerned that a financial failure of Jackson Street would jeopardize the rest of the museum, because of centralized ownership of assets.

As reported in the same issue, the MTM Board of Directors voted at its November meeting to re-organize MTM by placing each of the four major divisions, Railroad, Traction, Lake Minnetonka and Jackson Street Roundhouse, under separate, independent corporate entities. This addressed the need to protect each division's assets from liabilities which another division might incur and to make each division responsible for its own management. In addition, it would simplify the financial management and eliminate the conflict that has diminished the board's effectiveness as MTM's governing body in recent years.

The Traction, Lake Minnetonka and Jackson Street board members supported the November resolution on reorganization, while those representing Railroad and Classic Bus opposed it. The reorganization committee, appointed by the board, had met throughout the Fall without resolving the objections. Two opposing members petitioned under the bylaws for a general membership meeting to overturn the reorganization

and recall the supporting board members. The meeting was held January 4 at Jackson Street Roundhouse.

At the well-attended meeting, the membership voted by more than 2 to 1 to support the board's reorganization plan. At the same time, many members voiced their desire to keep MTM as a community institution, as the membership clearing house for the four organizations, and as publisher of MTM's highly regarded Minnegazette. In the end, the members in attendance resoundingly endorsed all prior board actions on reorganization, including separate incorporation of the divisions and downsizing of the MTM board of directors.

The board met on January 18 and reaffirmed support for the November resolution to reorganize the Museum. Again, the Lake Minnetonka, Traction and Jackson Street Roundhouse representatives supported the motion, while the Bus and Railroad representatives remained opposed. After discussion, it was apparent that no agreement could be reached and that reorganization would happen only over the opposition of the Railroad and Bus representatives. Accordingly, reorganization supporters agreed that no purpose would be served by continuing to promote it.

Last Spring, the board authorized the separate incorporation of the Lake Minnetonka Division as the Museum of Lake Minnetonka (MLM). The MLM operated the Minnehaha last season under lease from MTM, and it has recently attained the status as a 501 (c) (3) non-profit corporation from the IRS. This will make the MLM fully independent of MTM, and MTM will convey ownership of the boat, building and dock to MLM.

In December, the board authorized a similar arrangement with the new Minnesota Streetcar Museum (MSM), which will assume ownership and operation of the Como-Harriet and Excelsior streetcar lines. This will leave the Railroad, Jackson Street and Classic Bus divisions under MTM.

WHAT ABOUT THE MINNEGAZETTE?

-Aaron Isaacs

I've been privileged to serve as the Minnegazette Editor since 1990. It's truly been a labor of love, and it never occurred to me that MTM wouldn't last forever. But MTM is breaking up. What does that mean for the Minnegazette?

A large percentage of MTM members renewed around Christmas and New Years, not knowing MTM would break up. MTM Chair Scott Reed and I have agreed that MTM will use those dues to publish the Minnegazette during 2005. It will go to all MTM members in good standing, and will continue to cover all the former MTM operations--railroad, streetcar and boat.

Some MTM memberships expire throughout the year. Some of those folks will renew with MTM, some with MLM, some with MSM - and some with two or all three. If the Minnegazette is to continue beyond 2005, we need an agreement among the museums to contribute proportionately to the cost of publication and mailing, about \$16,000 a year. That agreement needs to phase in during 2005, as MTM memberships expire.

I suspect the agreement will allocate funds for publication based on the number of members in each museum, plus the number of free copies to local officials and stakeholders that each museum requests (for example, we send free copies to local railroaders, the Minneapolis Park Board and the Excelsior City Council, to name a few).

To go beyond this issue, I've requested the following steps be taken, hopefully by the time you read this:

- Written copies of resolutions by the MTM, MSM and MLM boards agreeing to jointly sponsor and fund the Minnegazette, phased in during 2005.

- Names of representatives appointed from each board to meet and work out the logistical details.

- A designated reporter or reporters to cover news at each museum.

With your help we can all continue to enjoy the Minnegazette.

STREETCAR NEWS

- Louis Hoffman

Traction Division becomes Minnesota Streetcar Museum

In the most sweeping organizational overhaul in its 43 years, the Minnesota Transportation Museum's Board of Directors authorized and the membership overwhelmingly ratified a reorganization of the Museum that will result in the Museum's traction-related assets being managed by and transferred to the new Minnesota Streetcar Museum, incorporated late last year. The Museum's steamboat assets will similarly be transferred to the Museum of Lake Minnetonka. The transfers will be final when the new museums receive their tax-exempt

status under section 501(c)(3) of the Internal Revenue Code, expected later this year (MLM's just arrived). Traction Committee leadership and the new MSM Board of Directors are busy taking all the administrative, financial, and legal steps to do business and facilitate the transfer, working hand-in-hand with MTM Chair **Scott Reed** and Treasurer **Dave Schultz**, who we thank for their cooperation and support.

This action recognizes that one Board, especially a volunteer one, no matter how talented and well intentioned, cannot successfully manage six exhibit sites with divergent philosophies operating boats, buses, trains, and trolleys, not to mention two static display museums, spread over such a large geographical area. Although we will be separate financially and legally, MSM leadership hopes to maintain a partnership with both MLM and MTM to further our common goals and our common heritage as part of the long tradition of MTM.

The incorporators of the new Minnesota Streetcar Museum are **Rod Eaton**, **Louis Hoffman**, and **Jim Vaitkunas** as the current and two past General Superintendents (dating back to 1990). The first Board of Directors, pending the new Museum's first annual membership meeting, are **Jim Vaitkunas**, Chair; **Dave French**, Vice Chair; **Louis Hoffman**, Secretary; **Greg Taylor**, Treasurer; and **Rod Eaton**, who will be the new General Superintendent of the Como-Harriet and Excelsior Streetcar Lines. Financial systems are being established by the Interim Finance Committee of Bookkeeper **Bill Arends**, former MTM Treasurers **Dave Kettering** and **Russ Olson**, Chief Cashier **John Prestholdt**, and Treasurer **Greg Taylor**. **John DeWitt** has volunteered to serve as Membership Secretary and Webmaster.

An informational meeting for Traction Division volunteers and persons interested in MSM membership and activities was held on February 26 to explain what has happened during the turbulent reorganization period, MSM's membership benefits and plans, and MSM volunteer opportunities. And an annual membership meeting of the new museum will happen soon, probably in late spring, to elect a permanent Board of Directors after which annual meetings will occur every March. All Traction Division volunteers who volunteered for more than twelve hours in 2004 are voting members of the new museum and will be able to participate in the annual meeting and election. Look for

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more information about these changes in the coming months. Also look for information about membership in the new MSM and please join us. Membership will have its privileges – free streetcar rides, volunteer opportunities a plenty, and either continued receipt of the Minnegazette. Charter members will also have the opportunity to acquire **Rick Schuster's** (Metro Transit's graphic designer) new art deco-style Como-Harriet poster (think the 1920-era South Shore Line posters).

MSM's 2005 goals are to get the new corporation up-and-running, complete the transfer of assets from MTM upon receipt of MSM's tax-exempt status under section 501(c)(3) of the Internal Revenue Code (anticipated later this year), see the TEA-21 project through to completion before winter, and complete the integration of the Excelsior Streetcar Line. On tap for 2006 will be sorting through, prioritizing, and implementing targeted marketing ideas, focusing on charters, groups, and special events, to increase revenue, and bringing educational programs to the fore.

Support the Annual Appeal

The proceeds from this year's Annual Appeal will fund fire suppression systems for the Excelsior and Linden Hills Car barn. We know that the systems themselves will cost about \$35,000 per building – a total of \$70,000 not including the six-inch pipe from the city water lines. This cost is somewhat higher because of the need to use a "dry" system, one in which the pipes are empty until a fire activated the system. We must use a "dry" system because most of both car barns are unheated. Donations to MSM are tax-deductible if MSM receives its 501(c)(3) authority from the IRS within fifteen months, which we expect will happen. If you are concerned about tax-deductibility, you may make your check payable to MTM and it will be routed to MSM. In any event, please mark your check "Streetcar Annual Appeal." We know that asking you for another major financial commitment may seem like a lot after your generous donation to The Campaign for Como-Harriet. We're doing so because our insurance won't replace our streetcars. Yes, they're insured. But no money in the world can replace these priceless artifacts. Please send your contribution to: Streetcar Annual Appeal

c/o Bayer's Hardware
4310 Upton Avenue South
Minneapolis, Minnesota 55410

Thank you for your generosity.

New General Superintendent **Rod Eaton** has been appointed the next General Superintendent of the Como-Harriet and Excelsior Streetcar Lines, effective January 18. Many thanks to Rod for taking on this important position and to outgoing GS **Jim Vaitkunas** for six years of stellar service. Rod will continue to oversee marketing, public relations, and special events on an interim basis and Jim will assume the duties of Superintendent of Transportation.

Transportation Department Update

2004 wasn't a banner season. Bad weather, as reported in the last Minnegazette, depressed ridership. But a strong September (made possible by great weather), including "Lake Harriet Live" (a day of events surrounding the dedication of the renovated Lake Harriet Bandshell), a strong Halloween (despite some weather problems), our fare increase, an increase in charter bookings, and increased merchandise sales delivered a strong bottom line and respectable totals under the circumstances. With the dramatically lower administrative and insurance costs resulting from reorganization (projected savings of about \$18,000 per year!), better weather, and stronger ridership at Excelsior, we're anticipating even better results this year (and hoping that the delayed TEA-21 project doesn't eat into Como-Harriet revenue too much). Here are the final ridership statistics at Como-Harriet for 2004:

	Passengers	Tokens	Charters	Passengers	Total
May	4,446	3,112	13	343	4,789
June	7,409	5,395	15	572	7,979
July	8,412	6,319	13	755	9,167
August	5,931	4,556	8	273	6,204
September	4,040	3,130	4	117	4,157
October	1,149	892	0	0	1,149
Halloween	2,060	1,961	-	-	2,060
November	462	357	0	0	462
Total	35,967	27,722	53	2,060	38,027

Here are the ridership statistics at Excelsior for 2004:

	Passengers	Revenue
May <i>Three days only</i>	130	99
June	737	531
July	1,350	1,060
August	1,162	935
September <i>Apple Day on September 11 Weekend operations end September 12</i>	1,415	1,132
October <i>Includes Halloween Ghost Trolley</i>	952	915
Total	5,723	4,632

All in all, 42,659 passengers rode our streetcars in 2004! Many thanks to the more than 100 foremen, operators, station agents, and behind-the-scenes administrators and shop workers that made it possible – and to our loyal passengers.

Join CERA

The Central Electric Railfans' Association is one of the world's oldest and pre-eminent groups dedicated to the history and study of electric railroading. Although focused on the Chicago area, CERA's bulletins (really high-quality hard-cover books) cover a

wide range of electric railways and electric railway topics in North America. And CERA's tours are international. As you know, their upcoming Memorial Day weekend tour will include the Como-Harriet and Excelsior Streetcar Lines and the Minnehaha as well as two lines in Iowa. But last year,

CERA visited St. Petersburg, Russia and several cities with trams in Estonia and Latvia. You can join CERA as an associate member for \$27.00 per year, which includes the more-or-less annual bulletin. Upcoming bulletins will cover



This is what #1300 looks like with the rear siding and wainscoting removed. Aaron Isaacs photo.



On Jan. 24, #265 hosted the TEA21 track project pre-bid meeting. Contractors toured the line to prepare for bidding to rebuild it this spring. Aaron Isaacs photo.

the Chicago and West Towns Railways, Connecticut's Shore Line Electric Railway, and streetcar operations in Chicago's neighborhoods. Plus, you can get past bulletins. For more information, or to join, contact:

CERA
P. O. Box 503
Chicago, Illinois 60690

COMO-HARRIET NEWS

TEA-21 bids over budget; project to be re-bid

MnDOT and the Federal Highway Administration approved the required project memorandum followed by approval of the final plans and specifications. After initiating the bidding process in December, bids were

opened on February 1 and all were over the grant amount. After consultation with our consulting engineers, SRF, the bidding process is starting over again. This means that some less essential but nice elements of the project may be cut, that the track specifications may be lowered, and that we may have to be less particular about when the work is done (we had specified completion by the beginning of the season). This could affect summertime operations and, of course, income. And it's still possible that the work could be done in the Labor Day to Halloween slow period. But the end result will be, at a minimum, a completely rebuilt railroad. The current plan is that the work will be done by the onset of this winter.

Chalet Station and Lowry Meadow

Louis Hoffman and Jim Vaitkunas are working with Park Board staffers Mary Barrick and Mike Kimble on a presentation to the Park Board scheduled for an upcoming Board meeting. Our request is that the Board authorize staff to seek funding, including TEA-21 funding, for the various projects that make up this master plan. Thanks to Park Board Superintendent Jon Gurban and Mayor R. T. Rybak for their support of this initiative.

Como-Harriet Mail Bag

It's been several years since we looked at the visitor register in the Linden Hills Station. This year we had visitors from 36 states and the territory of Guam and thirteen foreign countries: Australia, Canada (British Columbia and Saskatchewan), Chile, Colombia, Czech Republic, France, Germany, Ireland, Japan, Malaysia, Mexico, Peru, and the United Kingdom. We also had members of the Pennsylvania Trolley Museum and the South Carolina Railroad Museum. Among the comments: "Thoroughly enjoyed the ride and the history." "It's a great experience for a kid. My children love the streetcar. Also the drivers are so nice. They do such great work with the children. Congratulations for such an excellent service." "Great to ride on a PCC again." (from Portland, Maine) "The PCC restoration is A+ (from Seattle) "That was the coolest thing ever." "Now I get a feel for what my Mom rode when she went to St. Paul Central High School." "We've been riding for years." "I grew up half a block from the Hamline line - some 50-60 years ago - somehow residual spikes found their way into my sandbox!"

"Nice Memorial Day finale." "The dogs loved it." "Been riding for 33 years." "We will be back!" "Tres bien." (from France) "Loved it. Thanks for volunteering." And my favorite, from our neighbors Park Board Superintendent **Jon and his wife Randee Gurban**: "We love you guys. Thanks!"

EXCELSIOR UPDATE

- **Bill Graham and Louis Hoffman**

Fine-tuning of Excelsior operations continues both to increase ridership and revenue, control costs, and conform Excelsior operations to Como-Harriet standards to simplify cross training. Thanks to **Jim Vaitkunas**, the City of Excelsior amended its street railway ordinance to reduce the insurance requirement from \$10 million to \$1 million, the same amount that the City of Minneapolis and the Minneapolis Park and Recreation Board require for the Como-Harriet Streetcar Line. This, along with the reorganization of the Museum, will reduce the cost of liability insurance for the Como-Harriet and Excelsior Streetcar Lines by about \$11,000 per year (we will actually have \$2 million in liability insurance). Many thanks to the City of Excelsior for their accommodation of the Excelsior Streetcar Line's needs.

Operations will start in early May rather than mid to late-May. In addition, Thursday operations, our most popular because of the adjacent Excelsior Farmer's Market, will see service start at 2:00 p.m., one hour earlier, to correspond to Market hours. When crews started early last year, they were always busy from the get-go - no sense waiting until 3:00! In addition, we're planning on three-person crews on Thursdays and at special events, adding a platform attendant to sell tokens "on the ground" to keep the car moving, rather than the conductor selling fares after discharging passengers from the previous trip.

We're expecting a boost in ridership this year as a result of closer cooperation between the Museum and the Excelsior Chamber of Commerce and the Excelsior-Lake Minnetonka Historical Society, whose museum, in the old Minneapolis & St. Louis depot, is adjacent to the Water Street platform. Thanks to **Bruce Kobs** for orchestrating these partnerships and to General Superintendent Rod Eaton and Senior Superintendent **Louis Hoffman** for their involvement.

DINING BY (LIGHT) RAIL

- **Louis Hoffman**

Needless to say, I felt terrible when I learned that the Baja Riverside Grill, reviewed less than glowingly in the last Minnegazette, had closed. Little did I realize the power of the Museum's discriminating diners to affect a restaurant's fortunes! Fortunately, it's reopened with a much tastier menu. We sampled the lunch buffet, only \$5.95, which had a tasty array of Mexican favorites. It's not what you'd find at Mercado Central, but it was good nevertheless. We sampled the chimichangas and tostadas with Mexican rice, all of which were excellent, if not a taste of old Mexico. I didn't sample the classic tortilla soup but it looked great and your editor praised it highly.

The Baja Riverside Grill is located adjacent to the Cedar Riverside Station on Metro Transit Route 55, the Hiawatha Line, at South 6th Street. Trains are visible from some inside seats. But you'll want to wait for better weather and enjoy your meal from the upstairs deck, directly overlooking the line. You can also take bus routes 2, 7, 16 and 50 (walk from Cedar and Washington Avenues), or 19 (walk from Cedar and 6th Street).

MUSEUM OF LAKE MINNETONKA REPORT

- **Leo Meloche**

The steamboat Minnehaha will be operated this year by the new Museum of Lake Minnetonka. Minnehaha has been leased from MTM for \$1 pending approval of MLM's non-profit status. At that time MLM will assume ownership of Minnehaha, the boat building, the home dock and all marine artifacts previously under the stewardship of MTM's Lake Minnetonka Division.

What needs to be done this winter

HULL: Hull and superstructure are being sanded in preparation for spring repainting. The bottom is being kept wet and will be repainted. The pilot's wheel will be refinished. Window stops will be repaired. Varnish is generally good and does not need work.

ENGINE: The high pressure cylinder rod has been removed and re-chromed. It will now be ground back to proper tolerance and reinstalled.

GENERATOR: We checked KV as required and are developing a back up plan.

COMMUNICATIONS and music systems need to be cleaned and restored to good working order. Radios need new batteries.

SEATS: Five seats have been repaired and painted-19 to go.

BILGE PUMPS: Must be replaced per the last safety inspection.

TRAILER: Has been gone through and is in good shape.

BUILDING: is in good shape but needs a good clean-out and organization.

CREW: We have 12 Captains, 7 Engineers and 9 Pursers. We need 12 more Engineers and 8 more pursers.

VOLUNTEERS: Please suggest how more and younger volunteers can be found. They can start as purser to get a feel for the boat and later on train for engineer or captain if they wish. PLEASE CALL 951-470-1770 TO VOLUNTEER your time, or show up at the boat building Saturdays at 9 AM to work.

CREW TRAINING: First sessions will be on the boat in the barn, later sessions will take place on the water on board the Minnehaha, April 22-May 18.

LAUNCH: is planned for Saturday, April 22 at 9 AM.

PUBLIC BOAT TRIPS: will be May 18-September 13.

PARTY: A spring fund raiser dinner dance with silent/live auctions and professional music and entertainment is being planned.

JACKSON STREET ROUNDHOUSE REPORT

The year 2004 has been an exciting time for the Museum. The Jackson Street Roundhouse Museum was chosen one of the best museums in the Saint Paul area by AOL City Guide. Due to the generosity of friends of the museum who supplied materials and the labor expertise of **John McKenzie** and **Nick Weidling**, the museum now has a volunteer break room/prep kitchen for events. This was accomplished at no cost to the museum. The Jackson Street Roundhouse has developed a reputation in the community as a location to professionally host all types of events. Major players in the transportation industry and railroad historical preservation societies chose Jackson Street to host their events because of its historical significance. These organizations included:

- Canadian Pacific Railroad
- Union Pacific Railroad
- Minnesota Department of Transportation
- Chicago and Northwestern Historical Society

- Milwaukee Road Historical Society
- National Railway Historical Society

The many volunteers and museum staff members worked together diligently to insure the success of each of these events by tailoring them to the needs of each individual organization. Based upon the numerous letters and comments received from attendees it is obvious that they were extremely impressed with our facility.

Once again Jackson Street was alive with the wonderful sound of little voices – those of children. Throughout the year we featured numerous activities geared towards children, who are, of course, an important part of our mission as an educational facility. Among the youth groups that visited

the museum were preschool and day care groups, Girl and Boy Scout troops, elementary school classes, summer recreational groups, special needs groups and birthday parties. Wednesday morning attendance continues to grow as the children's play area has become a popular play – date destination for families with younger children. Visitors of all ages continue to enjoy the Rock Island Rocket train.

Jackson Street volunteers have also made major strides in promoting the museum through public outreach at community events and symposiums and by projecting a strong image in the museum community. During the year volunteers manned booths at the following Metro area events:

- Great American Train show
- Kids Expo
- Twin Cities Marathon
- Education Minnesota Convention
- Minneapolis Convention and Visitors Bureau
- Grand Excursion
- Taste of Minnesota
- Rice Street Festival

The relocation of the gift shop in Bay D has resulted in a greatly enhanced, customer friendly atmosphere that has contributed to a substantial growth in sales.

The December 2004 "Santa's Train Shop" event was an incredible success. Our two-day spectacular this year almost tripled last years attendance with nearly 1400 guests visiting the roundhouse, making it the most successful turnout in the event's three year history. The roundhouse was decorated with a festive holiday atmosphere and included many activities such as face painting, story time and of course photos with Santa. For many of the children it was their first experience with real railroading. Caboose rides provided by the Railroad Division were so popular that a coach had to be added to the consist to accommodate the crowds. The Greater Midwest LEGO Train Layout was again an intense point of interest, as was the display provided by the Twin Cities Model Railroad Museum from Bandana Square. The Winter Carnival Vulcans visited us on the 4th and the Simply Strings Studio provided holiday entertainment on the 11th and we were honored by a visit from the St. Paul Winter Carnival Royal Family as well. Complimentary freshly popped corn, hot apple cider and coffee were provided along with the usual roundhouse tours. The volunteer program continues to grow and is the backbone of our continued success. All volunteers can take great pride in our accomplishments over the last year. Without the time, interest, and selfless dedication of our volunteers none of these accomplishments would have been attainable or sustainable. It has been gratifying for all of us to be a part of the continued growth and success of the Jackson Street Roundhouse Museum.



Local boy scouts painted this Great Northern boxcar in its original Big Sky Blue. North Coast Limited coach #598 is getting new exterior sheet metal.



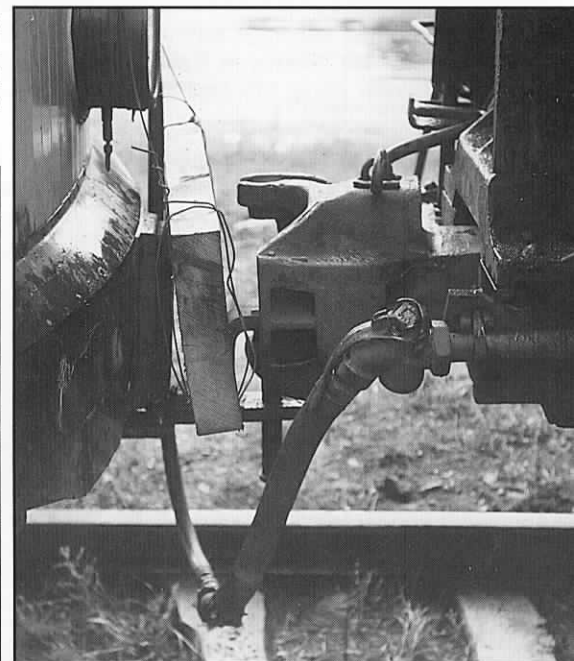
#1300 GOES TO HOPKINS

TCRT donated streetcar #1300 to the Minnesota Railfans Association, who arranged to store it on a spur track at the Minneapolis Moline tractor plant in Hopkins. It traveled there on September 18, 1954 in a way that would be inconceivable today. The Milwaukee Road had always maintained a live track connection into the Snelling Shops to deliver rail and other materials. Over the years numerous streetcars arrived at and left the property by rail. Despite lacking knuckle couplers and having narrow tread streetcar wheels, 1300 was moved in train the 14 miles to Hopkins.

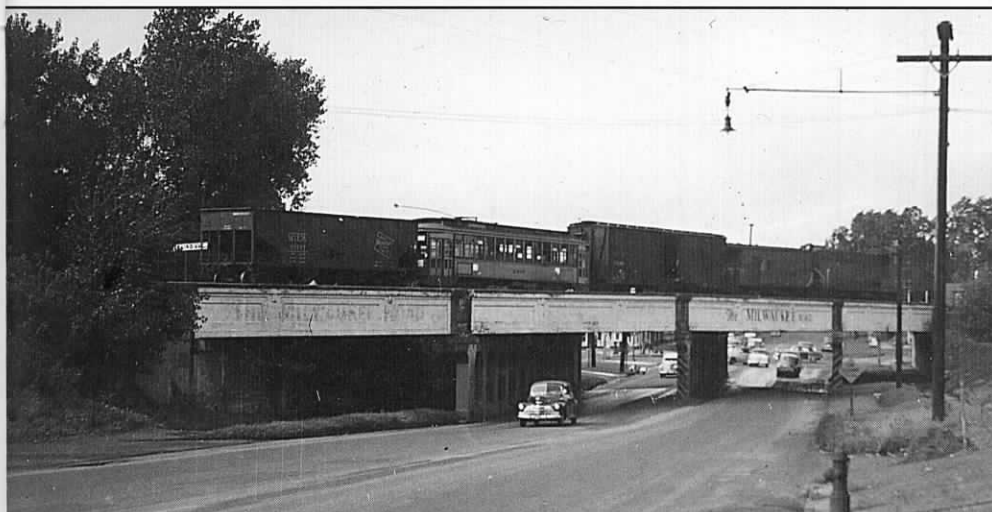
Railfans photographers tracked the odd little consist across town, inadvertently preserving a time capsule of the Milwaukee's physical plant. One peculiar detail in the course of the trip, three different cabooses were used. We may never know why. All photos MSM collection



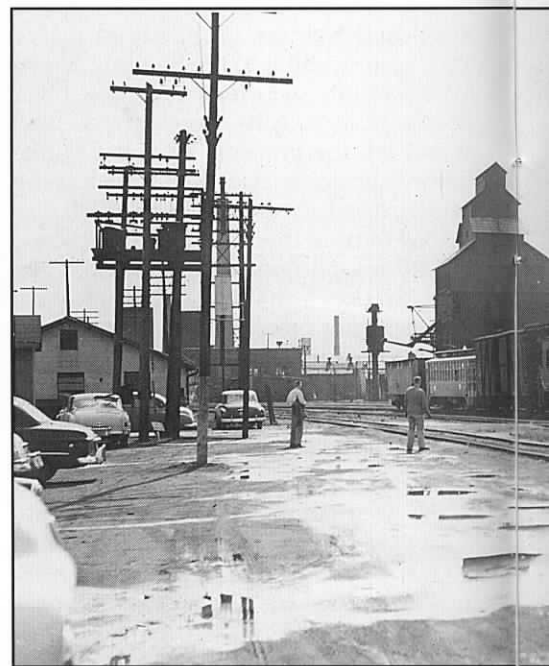
#1300 ready to leave Snelling Shops. The coupler knuckles were removed from the adjacent freight cars and an air brake hose was run through the passenger compartment of 1300.



Led by a Baldwin switcher and a steel, non-rib-side bay window caboose, the train crosses Concordia Avenue (now the south frontage road of I-94) on the industrial spur that served Snelling, Montgomery Ward, Brown & Bigelow and several other shippers. The portion ahead of the locomotive is still in service, but eventually will be replaced by the extension of Ayd Mill Road.



Crossing Marshall Avenue.



There used to be a number of shippers along the 29th Street depression, as the Midtown Greenway was once called. These views look east and west from the 4th Avenue S. overpass.



The train is sitting on the northeast leg of the South Minneapolis wye, next to the yard office. Note that the steel bay window caboose has been replaced by a wood buggy with no bay window. From this location, the train must have shoved back to the east-west main track, before proceeding forward toward Hopkins.



The Calhoun Beach Club appears in the right rear of this view from the West Lake Street overpass. The Minneapolis & St. Louis swings in from the left to parallel the Milwaukee to Hopkins. There are spurs to the lumber yard at right, and the grain elevator, since converted to housing.

Where Highway 169 bridges the track today, the train enters Hopkins. The M&St.L depot, now a coffee house, is at left. Note that the wood caboose has disappeared, replaced by a ribside ahead of the engine.

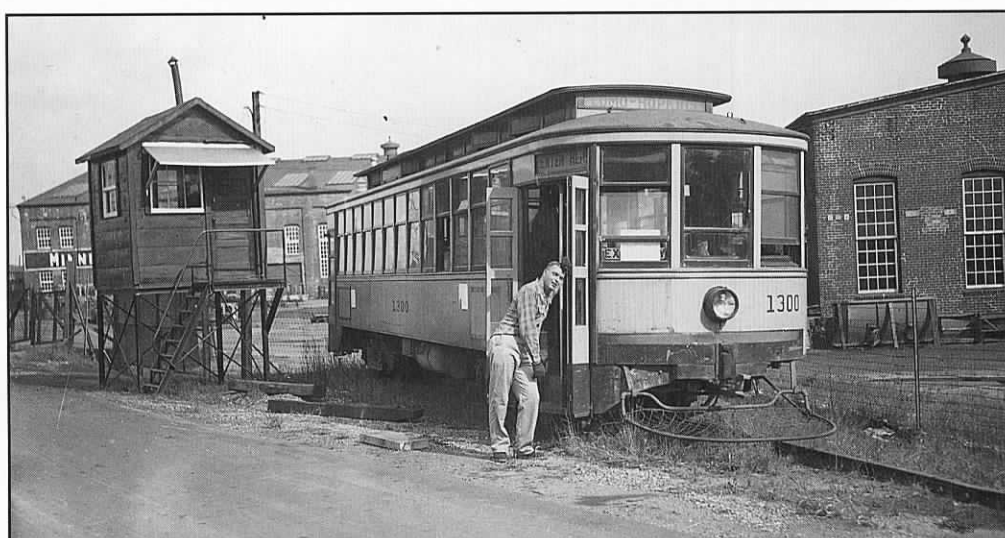




After pausing at the Hopkins depot, the trains continues the last few blocks to the Moline plant, at right.



After being shuffled to the rear of the consist, #1300 is pushed into its resting place, where it would sit for the next eight years. Bill Olsen,, shown here paying a visit would head the first MRA committee that later turned into MTM.



THE LIFE OF DAN PATCH #100

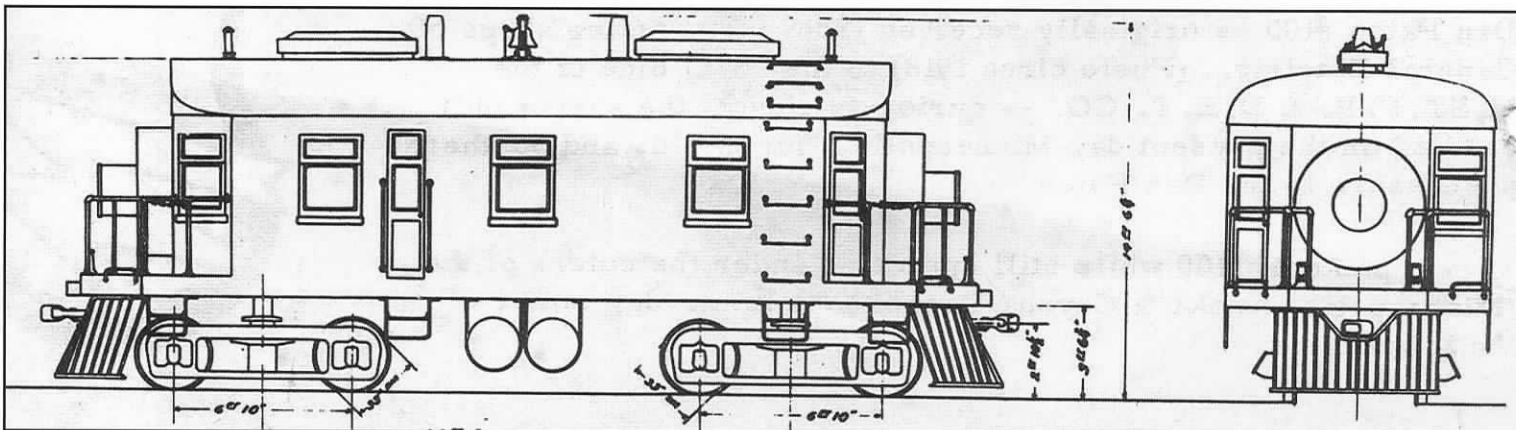
Few would disagree that Dan Patch locomotive #100 is among the most significant pieces in the MTM collection. An incredible survivor, it was the first standard gauge internal combustion locomotive in the world to transmit power to the wheels via electric motors. It was built in June 1913. Inside the 57 ton locomotive, two V-8 gasoline engines were started by a smaller engine. #100 was involved in a head-on collision in 1914. As built, both ends were the same. The damaged end was rebuilt and squared off using the same windows as the line's GE gas-electric passenger motors.

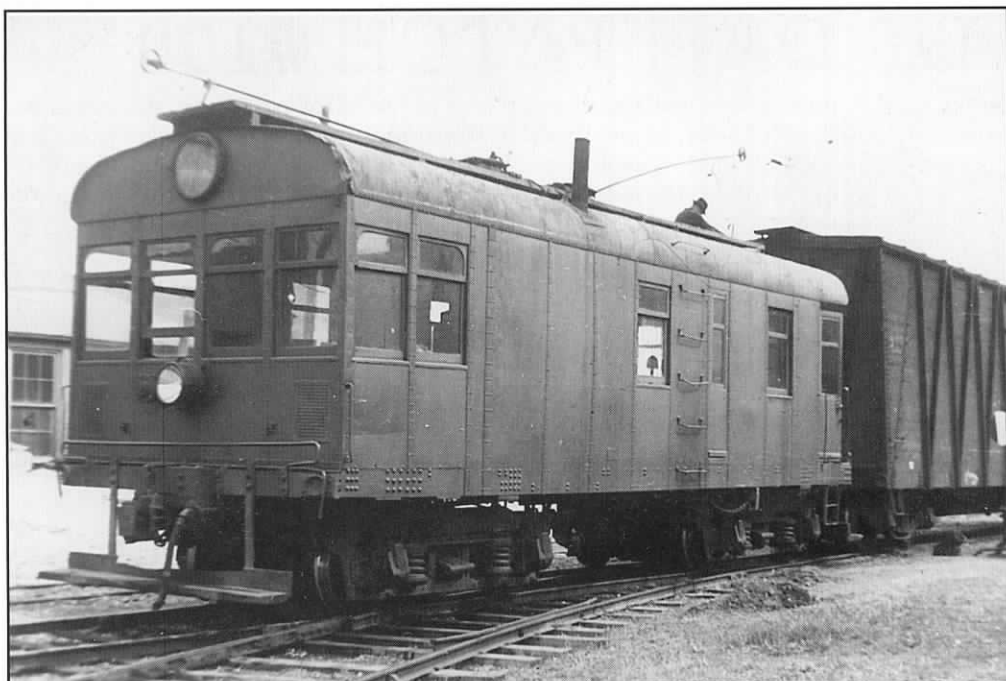
#100 was sold in 1917 to Central Warehouse, which ran a private switching line that served its sprawling complex near the present Amtrak depot in St. Paul. In 1919 the company electrified its trackage, and converted #100 to a straight electric. A standard GE steeple cab was purchased, rendering #100 surplus. It was sold in 1922 to the Minneapolis, Anoka & Cuyuna Range.

The MA&CR ran to Anoka until 1943, when the line was shortened to Fridley and purchased by Northern Ordnance to serve what is now the FMC plant, as well as the Minneapolis Water Works. The wires came down in 1957 and #100 was converted to a diesel-electric, with the radiator protruding from a hole in its side. Thus configured, it continued to serve until the Great Northern bought the little line in 1966. #100 was donated to MTM in 1967. All photos MTM collection.

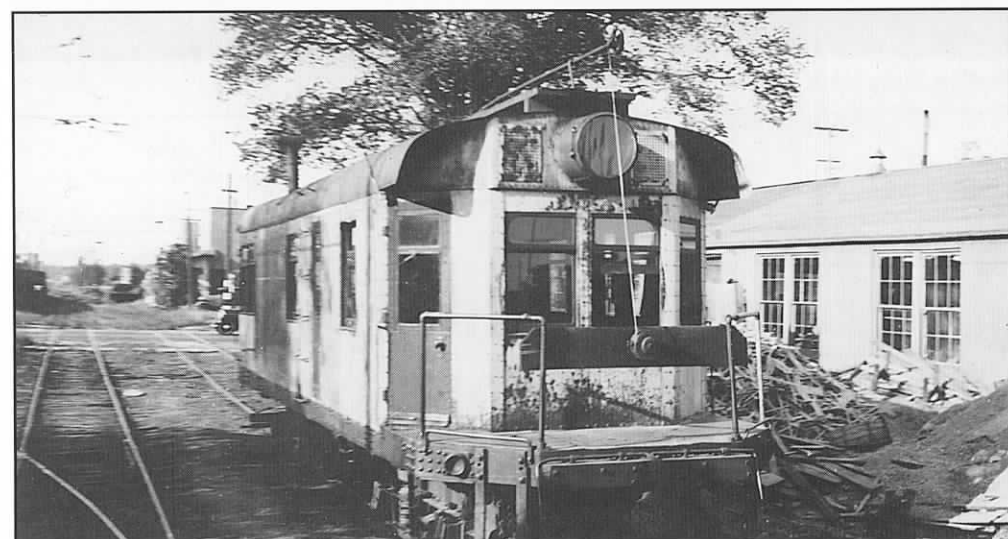
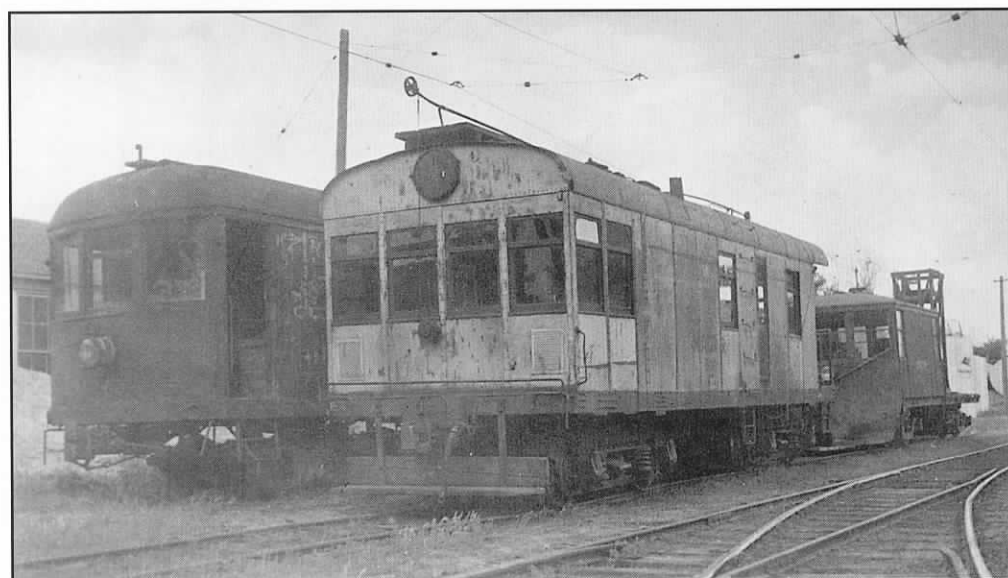


As built, #100 heads a mixed train in 1913. The location is probably Nicollet Avenue south of 54th Street.





Sometime during its MA&CR years, #100 changed colors. The dark scheme is the earlier one. The other two views were taken at the Anoka carhouse yard about 1939, when the line was at its most decrepit. At left is express motor #5, built by McGuire-Cummings in 1916. At right is TCRT-built motor #110, purchased used from the St. Paul Southern.



There are controls at both ends of #100.





As rehabbed by Northern Ordnance in 1943, #100 wore patriotic red, white and blue with "Transportation to Victory" lettering, Navy penguin logos and, temporarily, the number 1. In later years it reverted to its old number and lost the war slogan.





Norm Podas took these 1950s views along East River Road south of the plant. Two spurs crossed the road to serve the water works.



It's about 1960. The wires are down and #100 is now a diesel.



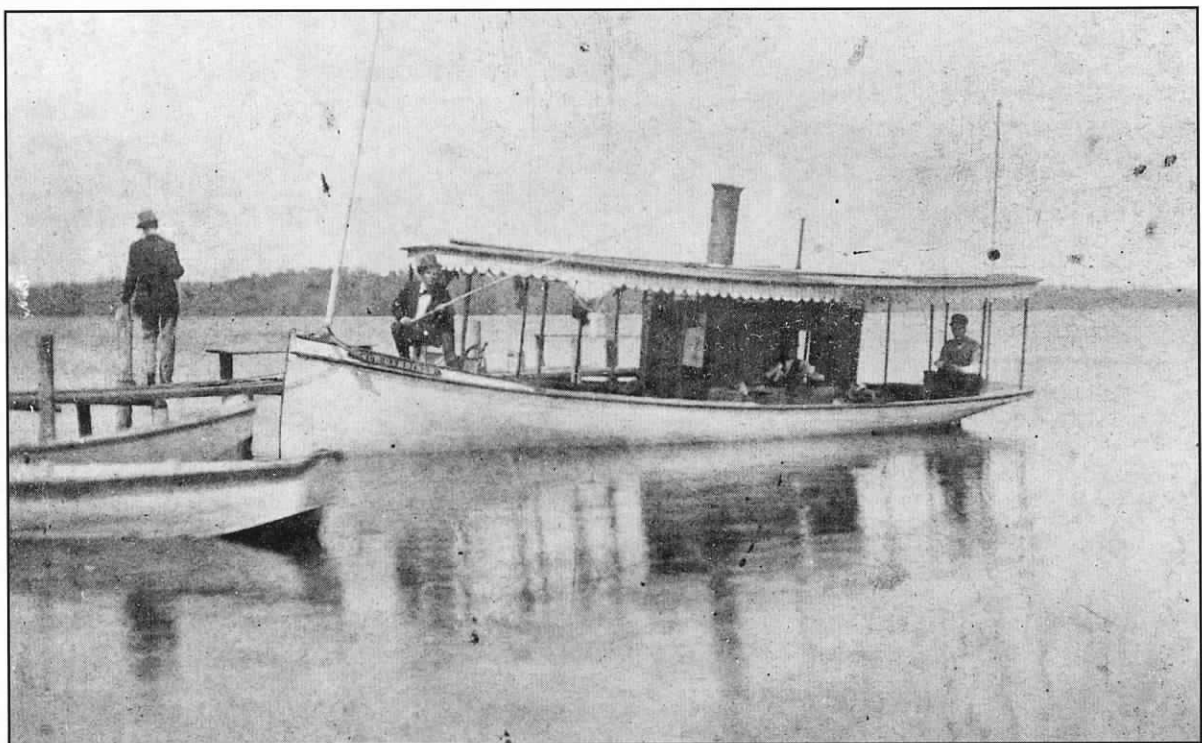
LESSER KNOWN BOATS

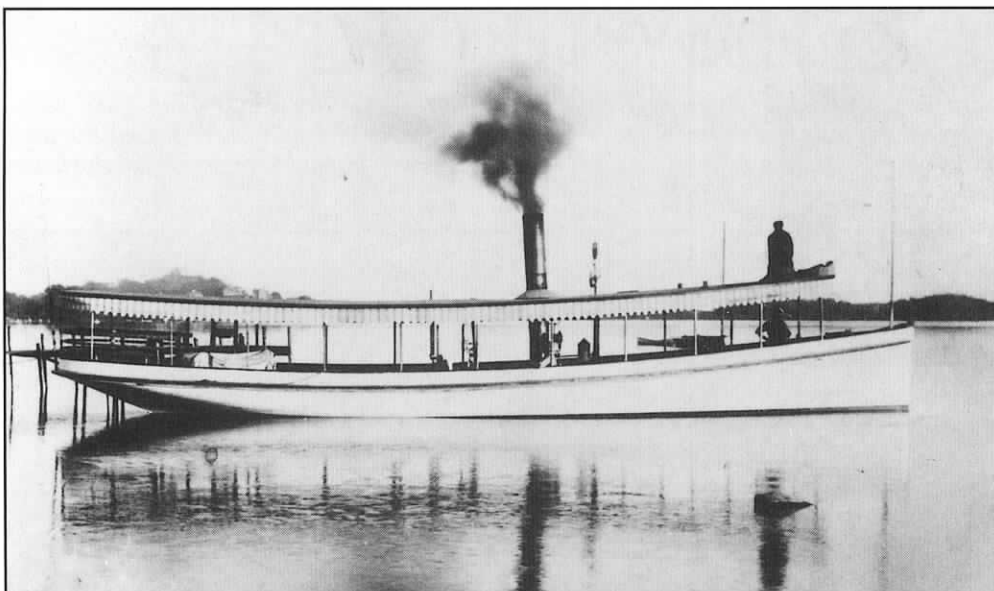
The prime steamboat era on Lake Minnetonka lasted less than 30 years, from about 1875 to 1911, when Big Island Park closed and the TCRT ferries and excursion steamers were removed from service. During that period over 90 steamboats served the lake. Only a minority of them appear in photos. Most photos captured only the largest and best known boats. Here are ten of the lesser known. All Minnesota Historical Society collection.



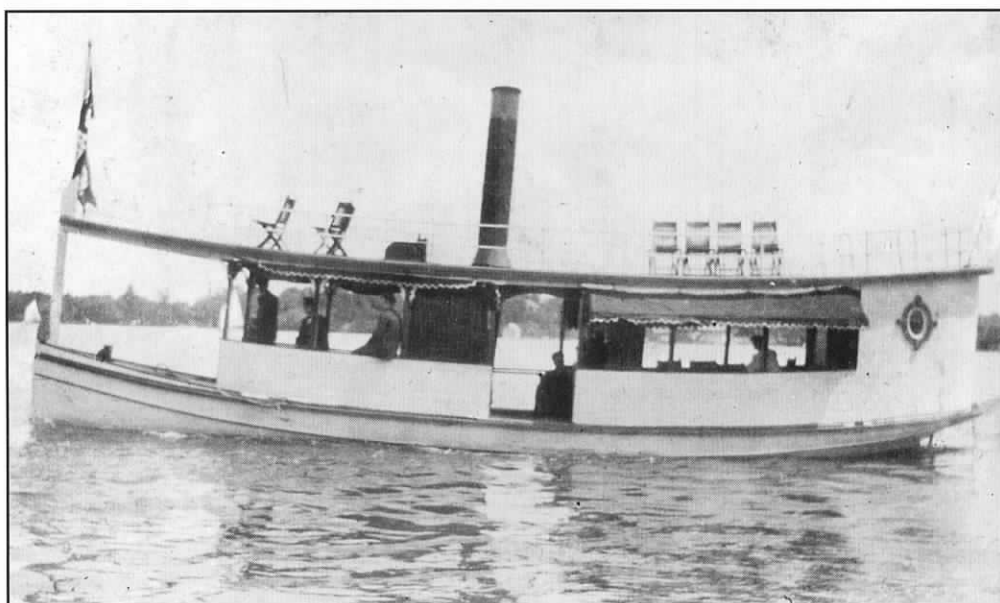
Fresco was owned by C. H. Burwell in the 1870s and based at Minnetonka Mills, where his home is now preserved by the Minnetonka Historical Society. Some time in the 1880s it was renamed **Why Not** and moved to the Lake Park Hotel in Tonka Bay until after 1900.

Sue Gardiner, launched in 1868 by Charles Gardiner, was a very early boat on the lake. We don't know how long it lasted.

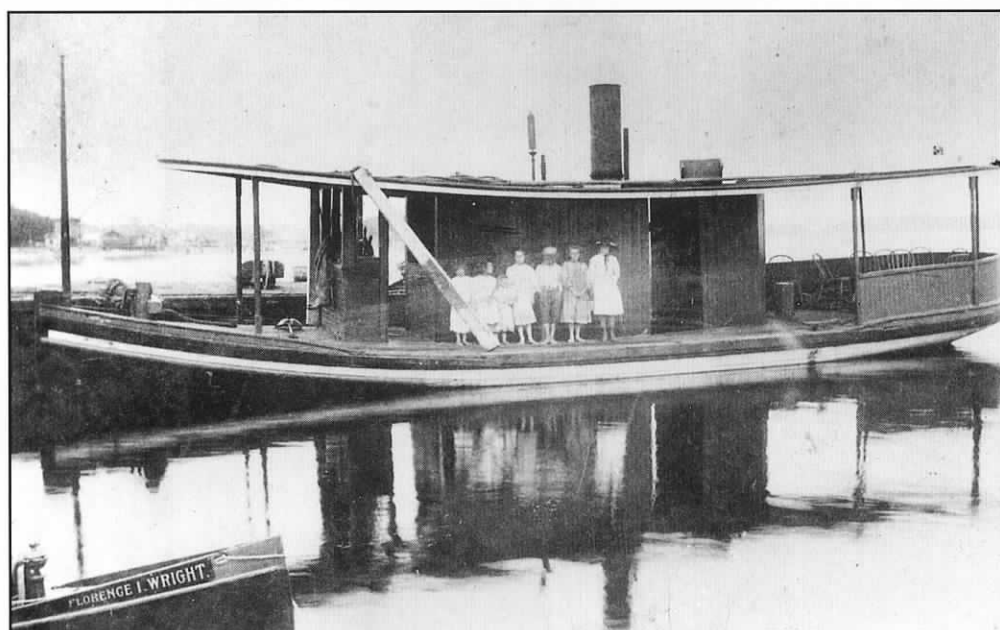




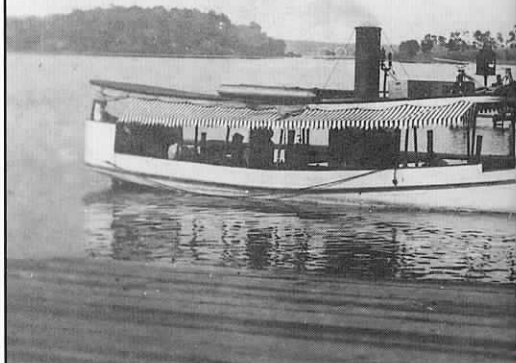
Kenosha was built by Roy Moore, who later designed the TCRT express boats, in 1893, it was renamed Victor and survived until 1927, the second to last steamboat on the lake.



The John Alden was built in 1904 and lasted late, until 1918.



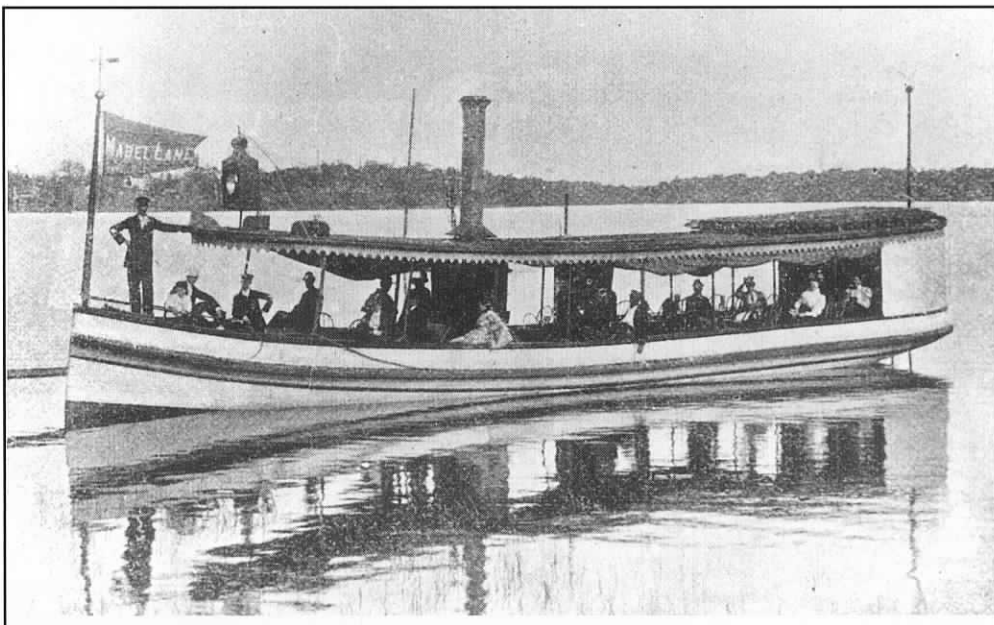
The 42-foot Juno. We don't know when it was built, but it lasted until sometime after 1901.



The Signal at Excelsior, with the City of St. Louis and the St. Albans Bay railroad bridge in the background. We know almost nothing about this boat, which was imported from Lake City and eventually returned to Wabasha.

The much renamed tug Katie Lilliger, built in 1876 as the Seventy Six. Its boiler exploded in 1883, it was rebuilt as the tug Hercules(1) in 1884, burned 1887, rebuilt as Katie Lilliger in 1888, renamed Austin Middleton in 1893, renamed Dagmar in 1896, dismantled 1897-98, and its engine went to the Helena. Whew!

That's the bow of Florence I. Wright, built in 1891 by Moore Boat Works and eventually moved off the lake.

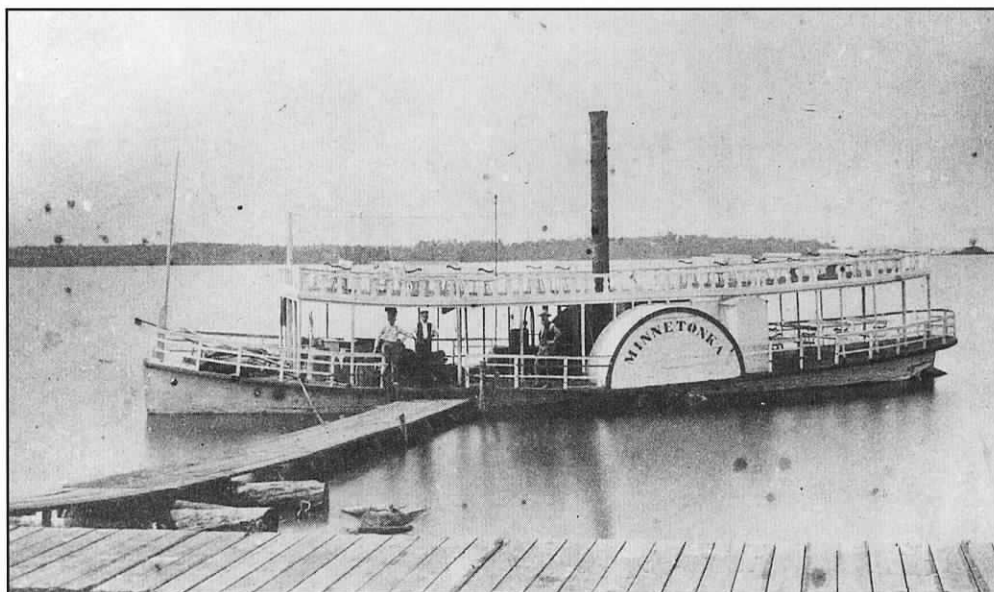


Perhaps imported from White Bear Lake, the Wildwood was renamed Mabel Lane in 1893, renamed Wildwood again, and burned on Lake Minnetonka.



According to the only source, the booklet "A Record of Old Boats", the 75-foot Charles Edward was built in 1886 and lasted but a year.

The first steamboat on Minnetonka was the Governor Ramsey in 1860, renamed Lady of the Lake in 1867. It was rebuilt and renamed Minnetonka, (shown here) the first of three boats to carry that name. In 1873 it was converted to the barge Mermaid. The second Minnetonka was a TCRT side paddle wheel ferry (1905-11) and the third was the renamed TCRT express boat Hopkins, the only survivor of the fleet. It was renamed Minnetonka in 1927 and survived until 1948.



THE FIRST PCC

In January 1945 TCRT received a single PCC car, diverted from an order for Pittsburgh. It arrived wearing Pittsburgh red and cream paint and the number 1547. After a few months it was painted yellow and green and renumbered 299. The subsequent 140 PCCs would be numbered 300-439. For 22 months #299 was the only PCC in town. It differed from the later cars in several ways. They were 100 percent electric (doors, brakes), while 299 had air brakes. The body style of 299 was representative of the pre-World War II cars, with taller side windows, no standee windows, a flatter front end and more of a boat-tailed rear end. Its Pittsburgh interior had longitudinal (aisle facing) seats ahead of the rear door, while the later PCCs had forward facing seats. #299 remained the only one of its kind until sold to Mexico City along with 90 other PCCs in 1953. All photos MSM collection.



#1547 on the Snelling transfer table. MTM collection.

These photos were taken at Snelling Shops prior to the car entering regular service. In the style of the times, TCRT posed the new car with attractive young women, including a World War II motorette. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.





Motorette Dona Turbes at the controls. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.

#299 differed from the later PCCs by having longitudinal seating ahead of the rear doors, painted stanchions, and no stanchions behind the rear door. All of the cars came equipped with a farebox by the rear door.

The Minneapolis end of the St. Paul-Minneapolis line featured a double track wye at 5th Street and 5th Avenue N. #299 shares it with a later PCC. The cast iron overhead wires poles behind the cars were installed at Lake Harriet by MTM. Both MTM collection.



Repainted and renumbered, #299 passes 10th and Wabasha in downtown St. Paul. MTM collection.

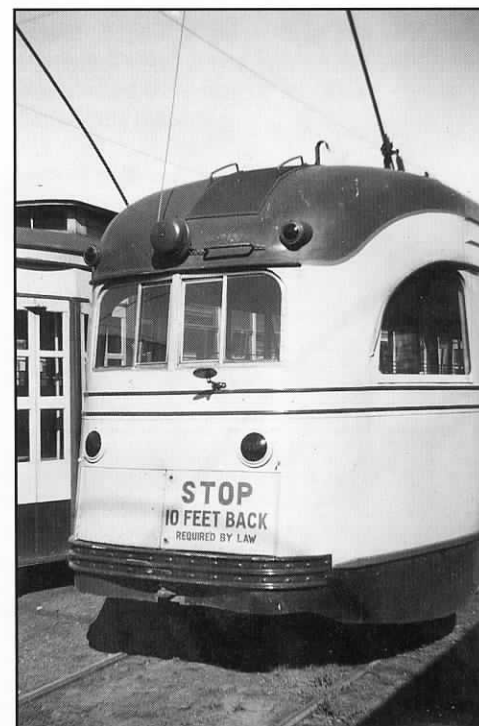




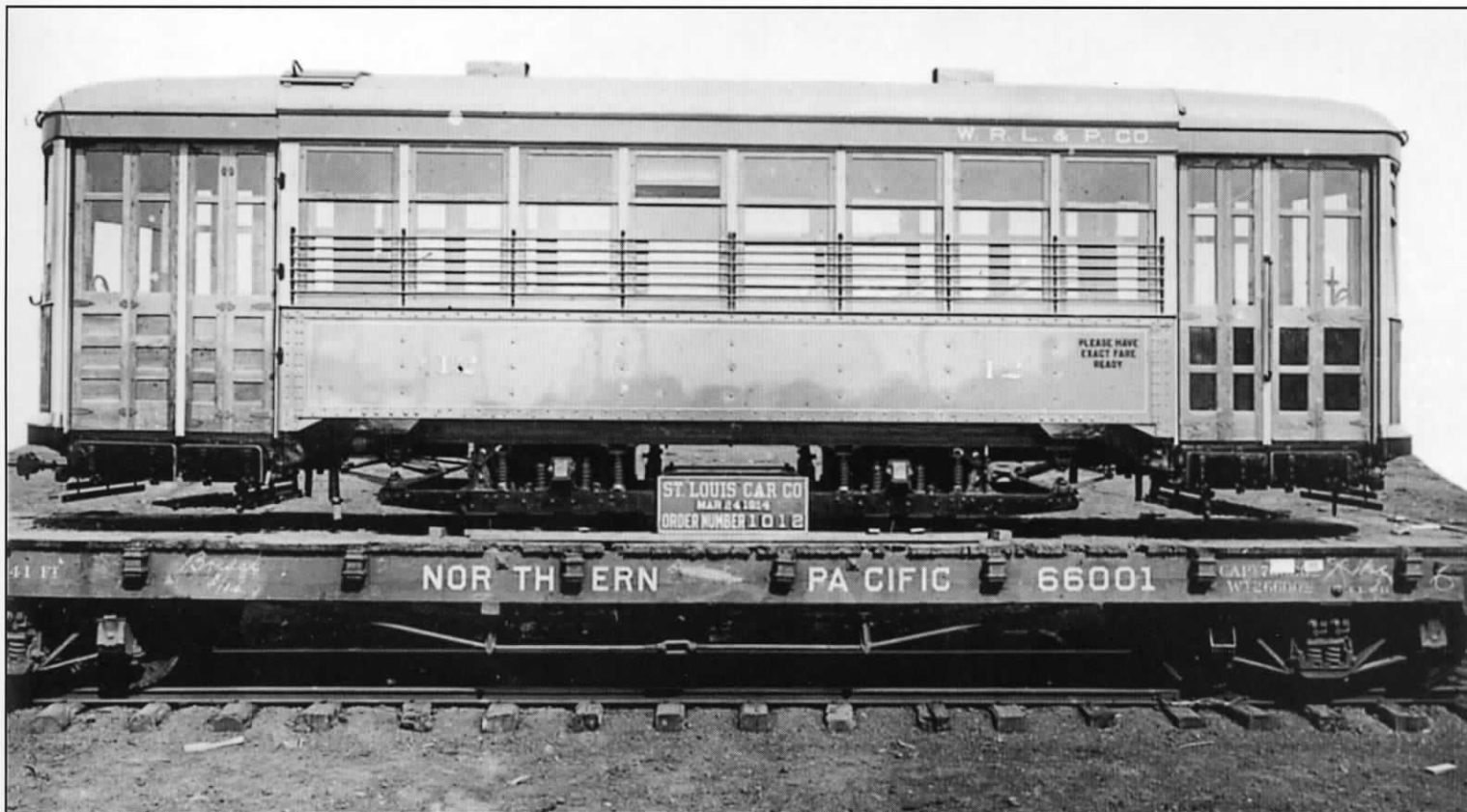
The side views show the differences between the two generations of PCCs.
MTM collection.



#299 (below) has more of a boat tail rear end than the later PCCs. When #322 was restored, the trolley retriever was intentionally relocated below the rear window. It's inaccurate, but we really can't understand how they made it work in its original high mounted position.
MSM collection.



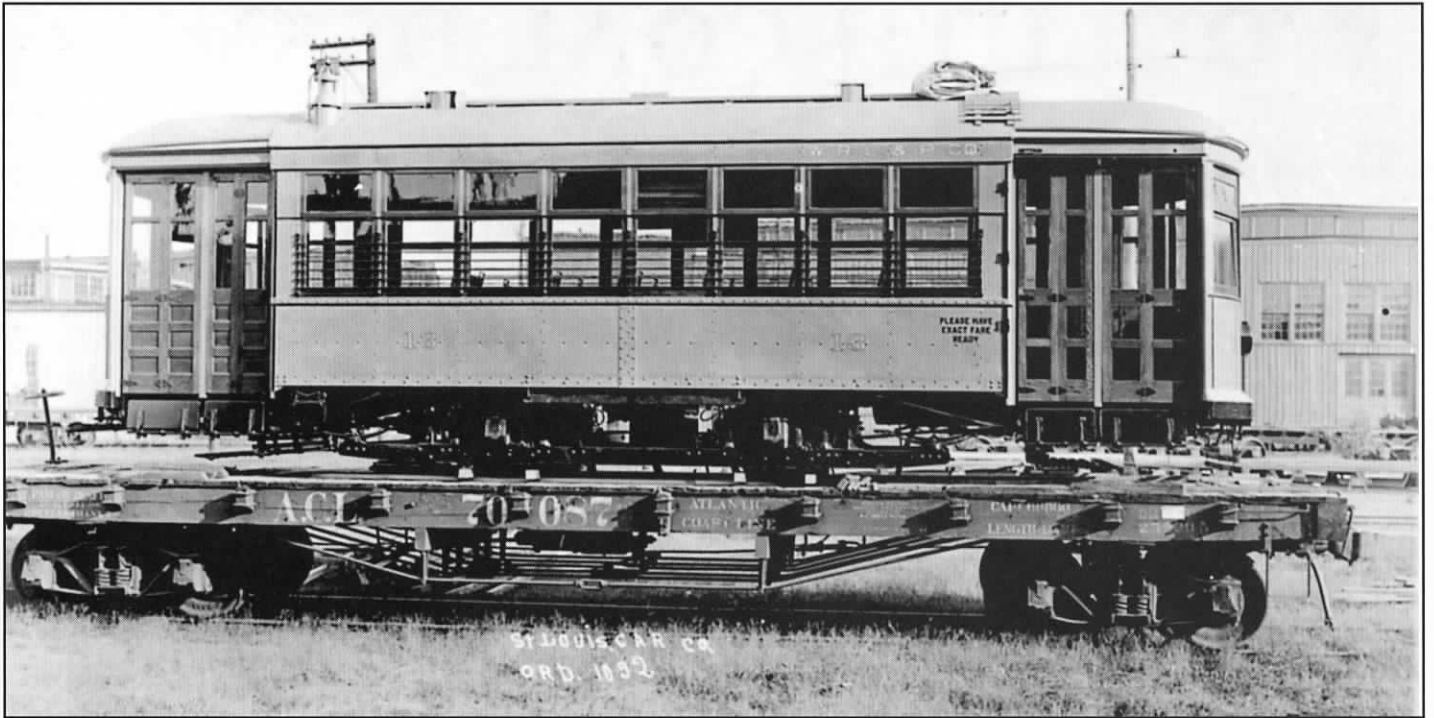
WINONA #10 AND FRIENDS



Wisconsin Railway, Light & Power purchased four single truck streetcars, #9-12, for its Winona system. MSM's #10, currently under restoration at Excelsior, was part of this order from St. Louis Car Co. They entered service in May 1914. The cars were preceded in 1912 by WRL&P's LaCrosse City Railway #49-50, and were almost identical. Streetcars were moved back and forth between the two cities, #49 and 50 going to Winona in 1926. Russ Olson obtained these builders photos of #12 and #50.

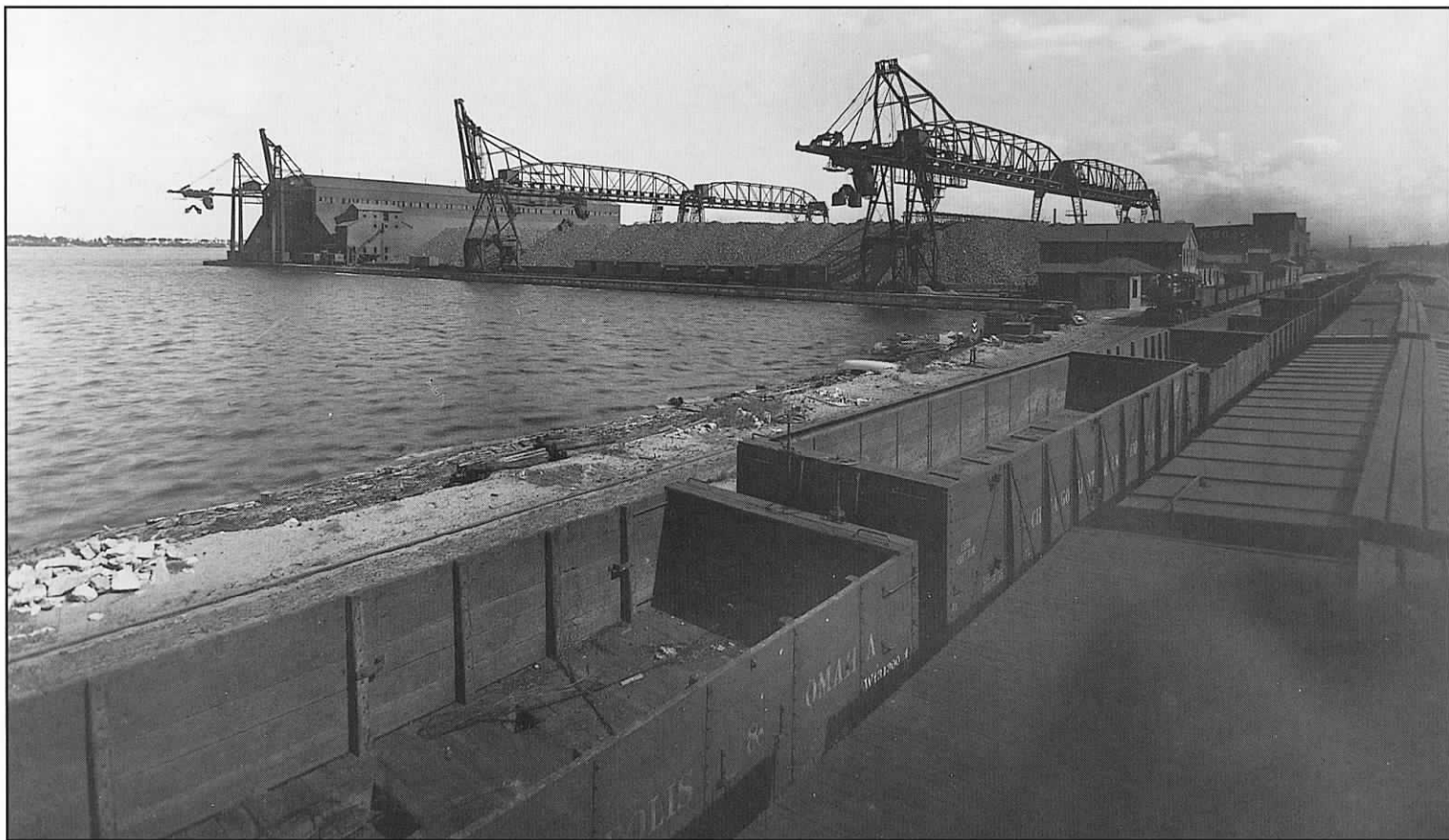






DULUTH COAL DOCK

The Editor has been intrigued by this group of photos for some time, and presents them without enough knowledge, hoping to learn more. They show either one massive facility in Duluth for coal trains loading from lake boats to rail cars that changed over time, or two separate facilities. Besides the regular train tracks, they feature three different specialty railroads. The huge overhead cranes ran on rails straddling a broad gauge track that seems to have been used by car movers to position standard railcars on both sides. Atop the dock is a narrow gauge cable railway that appears to move coal from the overhead crane to the sorting piles, we think. It's a fascinating operation and perhaps our readers can help explain it.





The dock viewed from both directions but seemingly years apart, because the number of cranes and other buildings don't match. Minnesota Historical Society collection.

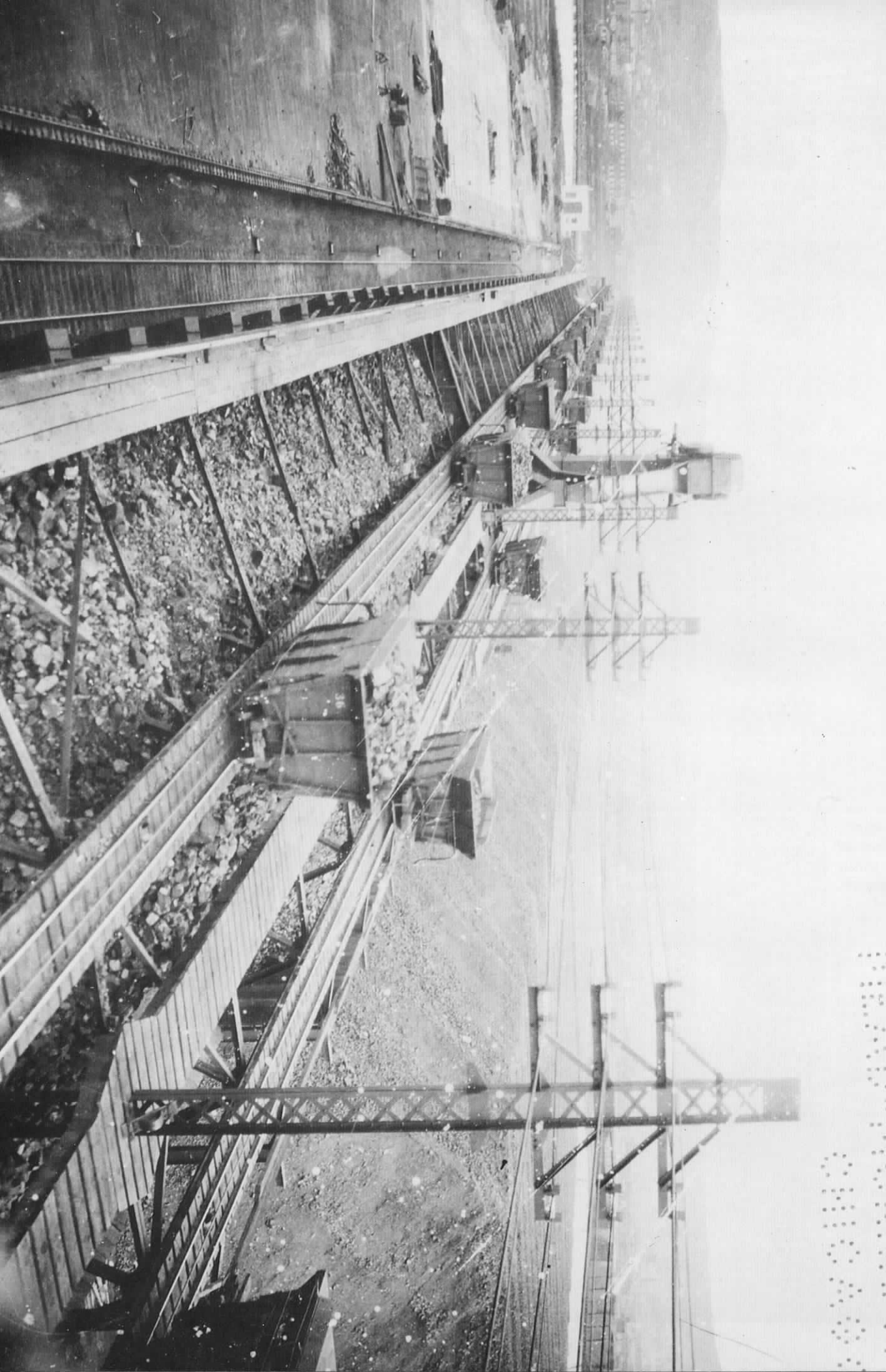
The overhead cranes extended booms over the lake boats and removed the coal with buckets. Both photos show a center broad gauge track with what appears to be a car mover. In the top picture it looks to be steam powered, but the bottom one isn't. Note the extended arms on the car mover. And what is that conveyor looking thing hanging in the lower photo? Minnesota Historical Society collection.



These 1915 views seem to show a very different facility, apparently owned by the Duluth, Missabe & Northern, with narrow gauge cable powered dump cars. North East Minnesota Historical Center collection.

Here's the same type of dump car operation, but a completely different setup from the previous photos. And why are there boxcars, but no open top coal cars on the tracks below? Minnesota Historical Society collection.

Rear cover: In marked contrast to the prosperous Great Northern on the front cover, this truncated Rock Island freight leaves Northfield in 1970 for St. Paul behind dirty smoking geeps on a track overgrown with weeds. Joe Elliott photo, MTM collection.





G-6516





MINNESOTA STREETCAR MUSEUM

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August 2021

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